

MARYLAND & RARE BOOK ROOM
UNIVERSITY OF MARYLAND LIBRARY
COLLEGE PARK, MD.

LIBRARY—COLLEGE PARK



DO NOT CIRCULATE





Digitized by the Internet Archive
in 2013

THIRTY-SIXTH
ANNUAL REPORT

OF THE
PRESIDENT AND DIRECTORS

TO THE
STOCKHOLDERS

OF THE
Baltimore & Ohio Railroad Company,

For the Year Ending September 30, 1862.



BALTIMORE:
PRINTED BY J. B. ROSE & CO.,
No. 5 SOUTH CALVERT STREET.

REPORT

OF THE

President and Directors.

ANNUAL REPORT.

OFFICE OF THE
Baltimore and Ohio Railroad Company,

Baltimore, October 1st, 1864.

At the annual meeting of the Stockholders of the Baltimore and Ohio Railroad Company, held in Baltimore on the 17th of November, 1862, the President submitted the following statement, which was unanimously accepted, viz:

“OFFICE OF THE BALTIMORE AND OHIO RAILROAD COMPANY, }
Baltimore, Nov. 17th, 1862. }

The Stockholders of the Baltimore and Ohio Railroad Company will remember that the President and Directors of the Company were unable to make the usual statement of its affairs and condition at the annual meeting, held on the 18th day of November, 1861.

Again, unhappily, the continuance of the war, involving great and repeated destruction of the works and property of the Company, and frequent and present hostile occupation of important sections of the line, has precluded the President and Directors from obtaining the information which, if in their power, it would be their duty to furnish to all interested in the road.

Much effort has been made to close the business of 1861. A large aggregate of services for the Government for that period still remains unsettled. Arrangements have recently been made under which, it is hoped, these settlements will not be much further delayed.

As soon as the revenue accounts can be adjusted, it is designed to submit a full report for that year.

The attention of all the Departments of the service of the Company will continue to be directed to the procurement of requisite data as to the extent of the damages, condition of the works, machinery, etc., so that as early as practicable the report for the fiscal year, terminating 30th September, 1862, shall be presented.

During its protracted embarrassments and losses, the Company has energetically maintained a most careful and economical system of management, which, in combination with its strong financial position at the commencement of its difficulties, has enabled it to meet promptly all its engagements, and to maintain its credit and the character of its securities at the highest standard.

Whenever protection has been afforded, the Company has, with marked rapidity, reopened its route. The entire road was restored and worked from March 29th to May 25th, and from June 15th to 5th September last.

As indicating the vast uses and necessity to the country of this leading avenue of commerce from the valley of the Ohio to the seaboard, it is interesting to state that, upon the reopening of the road, the Company announced a large reduction of the rates of transportation from western to eastern cities, and notwithstanding these lessened rates as compared with those charged by the other Atlantic lines during the blockade of the Baltimore and Ohio road, the

revenue of the Company for the months of July and August is estimated to have exceeded \$1,200,000;—being the largest sum earned by the Company, for the same length of time, since the construction of the road to the Ohio river.

In consequence of its ability to thus work for a portion of the year, over its entire line, the Company was enabled to pay its usual semi-annual dividends. And it is further satisfactory to state, on behalf of the Board, that it has also fully maintained the Sinking Funds established for the extinguishment of its funded debt. The success of that system continues to be demonstrated—the Sinking Funds having been increased from \$1,356,371.35 on the 30th September, 1860, to \$1,847,554.71 on the 30th September, 1862, exhibiting the gain for two years of \$491,183.36.

These results have been realized without any payment by the Government for the losses and immense and repeated destruction of the property of the Company.

The Board, having determined to replace the numerous wood and iron, and wooden bridges, which have been destroyed in the progress of the war, with iron structures of the most substantial and improved description, the material was promptly secured, and a considerable portion of the work has been successfully accomplished in the shops of the Company.

For the purpose of furnishing employment to the large number of faithful workmen of the Company during a period of depression, as well as to maintain its capacity for extensive and effective action when the road should be restored to its normal condition, the full forces have been retained, and have been engaged in repairing and constructing locomotives, cars and requisite machinery.

Arrangements have been made, and no efforts will be spared, again to reopen the line, whenever the opportunity is afforded, and with the repaired and newly constructed machinery, it is believed a very large business can, as heretofore, be successfully transacted.''

Unexpected and protracted delays continued to occur in the adjustments of the accounts with the Government, and until recently, it has been out of the power of the Company to close the settlements for services, to a sufficient extent to enable its officers to prepare the statements requisite for the present report.

At the close of the fiscal year of 1862, the Confederate forces continued in possession of a portion of the road, upon which the tracks, bridges and property of the Company were generally destroyed. Much of the region between Hancock and Harper's Ferry was thus held until the 29th of December following. At the earliest practicable moment large forces commenced the work of reconstruction, which was pressed with great vigor from the east and west. On the 6th of January, 1863, the restoration of the bridges and tracks was completed, and the entire route again reopened.

Although surrounded by grave and varied difficulties, the management of the affairs of the Company has been maintained upon the principles heretofore adopted, and the financial results, exhibited in the accompanying statements, in view of continued embarrassments, have again proven satisfactory.

1.—OF THE MAIN STEM.

The Liabilities and Assets of the Company are shown in the Treasurer's Statement A.

The Earnings and Working expenses are shown in Statement B.

The gross earnings of the Main Stem have been \$4,481,858.98, exceeding those of the preceding year \$1,270,433.28, and those of the fiscal year 1860 \$559,656.04.

The expenses of working and keeping the road and machinery in repair, have amounted to \$1,427,205.83, being 31.84 per cent. upon the earnings, showing a decrease of 11.47 per cent. compared with the previous year, and of 9.37 per cent. compared with the fiscal year of 1860.

For more than seven months the Company was deprived of possession of important portions of its road. Such sections could not be reached by the employees of the Company. A large amount of repairs, that should have been made, and the expenses of which would have legitimately attached to this fiscal year, could not be accomplished. The financial results should therefore be regarded as subject to the modifications of necessary expenditures to restore and maintain the damaged equipment and property of the Company.

The following analytic statement is presented in order to furnish particulars of the expenses in comparison with the two preceding years:

MAIN STEM.

Comparative Statement of the EARNINGS and WORKING EXPENSES for the fiscal years 1860, 1861, and 1862.

	1860.	1861.	1862.
EARNINGS	\$3,922,202.94	\$3,211,425.70	\$4,481,858.98
WORKING EXPENSES.			
General Expenses.....	\$32,730.08	\$20,743.40	\$21,001.00
Losses by Accidents, &c.....	4,766.81	6,790.99	4,659.64
Expenses of Transportation..	480,467.26	416,837.97	436,650.22
Repairs of Railway.....	418,520.19	465,074.19	311,134.10
“ “ Water Stations....	5,087.64	3,918.16	14,728.39
“ “ Depots.....	26,431.69	26,964.86	30,903.83
“ “ Bridges.....	30,522.69	42,612.53	140,031.53
“ “ Telegraph.....	2,798.75	2,595.73	4,759.24
Repairs of Stationary Machinery.....	25,809.37	17,456.01	11,901.92
Watching Cuts.....	29,421.80	22,819.90	19,018.05
“ Tunnels.....	1,632.60	1,225.80	500.70
“ Bridges.....	6,393.65	7,948.85	5,159.20
Pumping Water.....	6,782.70	7,601.92	5,488.84
Repairs of Locomotives.....	230,794.72	138,005.79	157,017.63
“ “ Dump Cars.....	1,314.63	1,407.90	2,715.14
“ “ Passenger Cars....	38,088.71	25,601.14	28,222.25
“ “ Burden Cars.....	151,843.31	77,496.38	124,530.42
Cleaning Engines and Cars..	32,805.25	23,238.00	18,752.13
Contingent Expenses of Machinery Department.....	3,437.83	1,306.96	1,825.62
Fuel.....	73,878.17	71,519.26	79,813.90
Preparing Fuel and filling Tenders.....	13,087.76	9,929.17	8,392.08
	\$1,616,615.61	\$1,391,094.91	\$1,427,205.83

It is shown that the earnings, in comparison with the preceding fiscal year, have increased \$1,270,433.28, and the working expenses \$36,110.92, making a comparative increase of net profits of the Main Stem of \$1,234,322.36. As compared with the fiscal year 1860, the increase of earnings being \$559,656.04, and the decrease of working expenses \$189,409.78, the increase of net profits amounts to \$749,065.82.

By comparing the financial condition of the Company, presented at the close of the preceding fiscal year, it will be seen that the following payments were made:

For increase of the Sinking Funds, exclusively by investments from the current net earnings, viz:—The Sinking Fund—	
For the redemption of the City Loan to \$812,664.72, being an increase of.....	\$49,580.27
For the redemption of the Mortgage Debts to \$933,698.33, being an increase of.....	247,643.27
For the redemption of the Ground Rents on Camden Station to \$101,191.66, being an increase of.....	19,721.73
Showing the aggregate increase of Sinking Funds of	<u>\$316,945.27</u>
For increase of Real Estate (purchase of square of ground bounded by Howard Street and Ohio Avenue, and Montgomery and York Streets).....	
	5,000.00
For additional advances to the North-Western Virginia Railroad Company, after crediting all earnings received, viz:—For payment of interest and for expenditures in improving the condition of the Road, &c.....	148,784.84
For semi-annual cash dividend of 3 per cent. upon the capital stock on 28th May, 1862	303,399.00
For semi-annual cash dividend of 3 per cent. upon the capital stock on 30th September, 1862	391,131.00
Total.....	<u>\$1,165,260.11</u>

The land occupied by the Camden Station was subject, when purchased, to Ground Rents which the owners declined to sell, amounting in the aggregate to \$6,060.34 annually. This sum represented a capital at six per cent. of \$101,005.66. The Ground Rent Sinking Fund was instituted for the purpose of purchasing these original rents when in market, or for the accumulation of an equivalent sum of principal, the interest upon which should be appropriated to the payment of the rents stated. As this Sinking Fund amounts to \$101,191.66, its maximum has been reached, and the design of the Company in establishing it has been fully accomplished.

The balance of cash in the Treasury on the 30th September, 1862, was \$21,181.86, after deducting \$165,000 for payment of interest on the City Loan, and on the Bonds of the Company, which matured on the 1st October, 1862.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is shown by the statements of the Treasurer, D, E and F.

It will be seen by statement E, that the Earnings for the year amounted to \$778,416.67, showing an increase of \$340,276.98 compared with the previous year.

The expenditures charged amounted to \$153,827.75, being for improvements, repairs of depots, bridges, water stations and railway, and for pumping water.

As stated in the last annual report, a system was adopted by the Board, by which the “earnings are equitably divided, upon a basis requiring all the expenses connected with transportation, the use and repair of machinery, and of the shops and stations of the Company in Baltimore, to be paid by the Main Stem—the expenses of the Road Department alone being charged to this road.”

During this year, large expenditures were made—which are embraced in this statement—for the construction of additional tracks and sidings, the locations of which are furnished in the report of the Master of Road.

A valuable improvement was also constructed near the Relay House, by which a convenient connection has been formed, so that engines with full trains pass through without delay between the Washington Branch and the Main Stem, thus facilitating transportation between Washington and the West.

The partial expenditures charged, deducted from the

revenue stated, produced the net sum of \$624,588.92, showing an increased comparative gain, over the preceding year, of \$302,864.57. The increased business upon this line required further extensive permanent improvements, which it was determined to prosecute as rapidly as the labor and materials could be obtained.

A dividend of $4\frac{1}{2}$ per cent. was paid on the 31st October, 1861, for the half year terminating September 30th, 1861, and similar semi-annual dividends on the 21st May and on the 30th September, for the respective periods in 1862.

III.—OF THE NORTHWESTERN VIRGINIA RAILROAD.

Statement G of the Treasurer shows that the earnings of this road for the fiscal year amounted to \$364,022.19, and the working expenses to \$266,670.77.

The exhibit is accompanied by the remark that, “in consequence of the incomplete condition of this road, considerable sums, which, from the difficulty of accurate adjustment, appear in the statement charged as repairs, properly belong to construction,” thus explaining the large ratio of working expenses.

The earnings were \$13,490.46 greater than for the previous year, whilst the expenses were diminished \$43,251.37, making an increased comparative gain of \$56,741.83.

The ratio of working expenses to the earnings was for 1858—102.12; for 1859—82.55; for 1860—72.28; for 1861—88.41, and for 1862—73.25 per cent.

GENERAL REMARKS.

The aggregate earnings, working expenses and net results of the Main Stem, Washington Branch, and Northwestern Virginia Road for the fiscal year have been, viz:

	Main Stem.	Wash. Br'eh Rd.	N. W. Va. R. R.	Totals.
Earnings.....	\$4,481,858.98	\$778,416.67	\$364,022.19	\$5,624,297.84
Expenses.....	1,427,205.83	153,827.75	266,670.77	1,847,704.35
Net Earnings. }	\$3,054,653.15	\$624,588.92	\$97,351.42	\$3,776,593.49

The reports appended from the Treasury, Transportation, Road and Machinery Departments, embrace much interesting information. To these the Board desire to call special attention, as exhibiting the particulars of the destruction of the tracks, bridges, machinery and other property of the Company, the restoration thereof as far as effected, and the statistics and details of the working operations of the road.

During the year, 129,859 new cross ties were placed in the track, and 4691 tons of rails were used relaying 49½ miles of the Main Stem with new iron. All parts of the line not in possession of the enemy were maintained in safe working order. Very gratifying evidence has been furnished of the reliable condition of the machinery, and of all portions of the track within the control of the Company, by continued remarkable exemption from accidents, and the general safety and success with which the large transportation of passengers and freight has been conducted.

The Board again perform an agreeable duty in tendering their acknowledgements to the officers and men of each Department of the service, for the skill, fidelity, persistent energy and unflinching courage, with which, whilst continuing to encounter extraordinary difficulties, embarrassments and dangers, the business of the Company has been performed and its interests protected.

By order of the Board,

JOHN W. GARRETT,

President.

TREASURER'S
ANNUAL STATEMENTS.

A.

STATEMENT OF THE LIABILITIES AND ASSETS

Of the BALTIMORE AND OHIO RAILROAD COMPANY, September 30th, 1862.

LIABILITIES.		
Stock held by individuals.....	\$6,999,500 00	
" " the City of Wheeling.....	597,000 00	
" " the City of Baltimore.....	4,550,000 00	
" " the State of Maryland.....	891,200 00	
		\$13,037,700 00
Stock Scrip not funded.....		5,402 00
Certificates of indebtedness, not yet funded into stock.....		105,410 00
Scrip issued, for fractions of certificates, in sums less than \$100 each.....		3,450 00
Preferred Stock.....		3,000,000 00
Loan redeemable in 1867, interest payable quarterly.....		1,000,000 00
Mortgage Bonds given for iron, (this entire amount is held in Sinking Fund for redemption of Mortgage Debts).....		453,333 32
Loan redeemable in 1875, with Coupons, interest semi-annually in January and July.....		1,128,500 00
Loan redeemable in 1880, with Coupons, interest semi-annually in January and July.....		700,000 00
Loan redeemable in 1885, with Coupons, interest semi-annually in April and October.....		2,500,000 00
City Loan.....		5,000,000 00
Open Accounts.....		23,855 73
Unclaimed Dues.....		24,437 70
Washington Branch Road.....		582,261 90
Profit and Loss.....		6,109,213 55
		\$33,673,564 20
ASSETS.		
Cost of Road.....	\$18,515,666 08	
Second Track.....	1,551,238 06	
Rolling Power.....	3,621,755 03	
Real Estate.....	1,257,968 59	\$24,946,627 76
Bonds of the Central Ohio Railroad Company.....		400,000 00
Central Ohio Railroad Company.....		41,371 48
Stock of the Pittsburg and Connellsville Railroad Company.....		43,550 00
Northwestern Virginia Railroad Company.....	\$2,011,549 83	
Bills Receivable, Notes of Northwestern Virginia Railroad Company for Loans, &c.....	476,982 42	2,488,532 25
Stock of the Washington Branch.....		1,016,800 00
Sinking Fund, for the Redemption of the Five Million Loan.....	\$812,664 72	
" " " " " Mortgage Debts.....	933,698 33	
" " " " " Ground Rents on Cam. Sta.....	101,191 66	1,847,554 71
Bills Receivable.....		32,427 70
Cash in the hands of Officers for Disbursements.....		2,054 75
Outstanding Dues.....		107,542 25
Uncollected Revenue.....		2,392,142 17
Materials on hand in Machinery Department.....		171,033 27
Road Department Materials on hand, viz: Old Iron Rails.....	\$119,054 30	
" " " " " New Iron Rails.....	38,293 49	
" " " " " New Cross Ties.....	5,398 21	162,746 00
Treasurer—Balance in Treasury after payment of \$165,000 for interest on the Bonds of the Company, which matures October 1st, 1862.....		21,181 86
		\$33,673,564 20

Treasury Department, Baltimore and Ohio Railroad Company, }
OCTOBER 1ST, 1864. }

J. I. ATKINSON, *Treasurer.*

B.

STATEMENT OF THE EARNINGS AND WORKING EXPENSES

*Of the BALTIMORE AND OHIO RAILROAD COMPANY, for the
fiscal year ending 30th September, 1862.*

Earnings		\$4,481,858 98
EXPENSES.		
Expenses of Transportation.....	\$436,650 22	
General Expenses.....	21,001 00	
Losses by Accidents, &c.....	4,659 64	
Repairs of Railway.....	311,134 10	
Repairs of Locomotives.....	157,017 63	
Repairs of Burden Cars.....	124,530 42	
Repairs of Passenger Cars.....	28,222 25	
Repairs of Dump Cars.....	2,715 14	
Repairs of Stationary Machinery.....	11,901 92	
Repairs of Depots.....	30,903 83	
Repairs of Water Stations.....	14,728 39	
Repairs of Bridges.....	140,031 53	
Repairs of Telegraphs.....	4,759 24	
Fuel.....	79,813 90	
Contingent Expenses of the Mach'y Depart.	1,825 62	
Cleaning Engines and Cars.....	18,752 13	
Preparing Fuel and Filling Tenders	8,392 08	
Pumping Water	5,488 84	
Watching Cuts.....	19,018 05	
Watching Tunnels.....	500 70	
Watching Bridges.....	5,159 20	
		1,427,205 83
Net Earnings.....		\$3,054,653 15

Working Expenses $31\frac{84}{100}$ per cent.

Treasury Department, Baltimore and Ohio Railroad Company, }
OCTOBER 1ST, 1864.

J. I. ATKINSON, *Treasurer.*

[illegible]

Treasury Department, Baltimore and Ohio Railroad Company, }
OCTOBER 1ST, 1864.

J. I. ATKINSON, Treasurer.

D.

STATEMENT OF THE LIABILITIES AND ASSETS

of the WASHINGTON BRANCH ROAD, on the 30th September, 1862.

LIABILITIES.	
Stock.....	\$1,650,000 00
Annuity (Principal).....	25,000 00
Profit and Loss.....	557,261 90
	\$2,232,261 90
ASSETS.	
Road from Washington Junction to Washington City, with Real Estate and Equipments.....	\$1,650,000 00
Amount due by the Baltimore and Ohio Railroad Company	582,261 90
	\$2,232,261 90

Treasury Department, Baltimore and Ohio Railroad Company, }
OCTOBER 1ST, 1864. }

J. I. ATKINSON, *Treasurer.*

E.

STATEMENT OF THE EARNINGS OF THE WASHINGTON BRANCH ROAD, AND EXPENDITURES OF
THE ROAD DEPARTMENT, for the fiscal year ending 30th September, 1862.

EARNINGS.....	.....	\$778,416 67
EXPENDITURES OF THE ROAD DEPARTMENT.		
Repairs of Railway and Improvements.....	\$137,352 09	
Repairs of Depots.....	8,213 73	
Repairs of Water Stations.....	5,253 32	
Pumping Water.....	2,877 98	
Repairs of Bridges.....	130 63	
	153,827 75	
	<u>\$624,588 92</u>	

Treasury Department, Baltimore and Ohio Railroad Company, }
OCTOBER 1ST, 1861.

J. I. ATKINSON, Treasurer.

F.

DR. *Washington Branch Road Profit and Loss Account for the fiscal year ending 30th September, 1862.* CR.

1861. October 31.	To Dividend of 4½ per cent. for the half year ending 30th September, 1861.....	1860. October 1.....	By Balance at the credit of this account this day	\$256,394 92
November 13. 1862.	" State Tax on Passengers.....	1862. September 30...	" Earnings for the fiscal year ending September 30th, 1862..	\$778,416 67
May 21.	" Dividend of 4½ per cent. for the half year ending 31st March, 1862.....		" Less expenses of Road Department for same period.....	153,827 75
September 30.	" Ground Rent.....			624,588 92
" "	" Payment on account of Annuity.....			
" "	" Dividend of 4½ per cent. for the half year ending 30th September, 1862.....			
" "	" State Tax on Passengers.....			
" "	" " "			
" "	" Balance carried down.....			
		1862. October 1.....	By Balance brought down.....	\$980,983 84
				\$557,261 90

Treasury Department, Baltimore and Ohio Railroad Company, }
OCTOBER 1ST, 1864.

J. I. ATKINSON, *Treasurer.*

G.

STATEMENT OF THE EARNINGS AND WORKING EXPENSES

*of the NORTH-WESTERN VIRGINIA RAILROAD, for the fiscal year
ending on the 30th September, 1862.*

Earnings.....		\$364,022 19
EXPENSES.		
Expenses of Transportation.....	\$55,411 91	
Fuel.....	13,985 25	
Repairs and use of Locomotives.....	68,388 84	
“ “ “ “ Burden Cars.....	49,841 92	
“ “ “ “ Passenger Cars.....	5,758 92	
“ “ “ “ Dump Cars.....	1,380 55	
Repairs of Stationary Machinery.....	1,225 59	
“ “ Depots.....	1,789 98	
Contingent Expenses.....	293 31	
Cleaning Engines and Cars.....	2,560 63	
Preparing Fuel and Filling Tenders.....	837 43	
Repairs of Railway.....	59,014 37	
“ “ Water Stations.....	461 34	
“ “ Bridges.....	6,413 73	
“ “ Telegraph.....	308 95	
Pumping Water.....	1,890 00	
General Expenses.....	6,108 05	
		266,670 77
		\$97,351 42

Working Expenses $73\frac{25}{100}$ per cent.

NOTE.—In consequence of the incomplete condition of this Road, considerable sums which, from the difficulty of accurate adjustment, appear in the above statement charged as Repairs, properly belong to Construction.

Treasury Department, Baltimore and Ohio Railroad Company, }
OCTOBER 1ST, 1864.

J. I. ATKINSON, *Treasurer.*

REPORT

OF THE

Master of Transportation.



Transportation Department's Report.

MASTER OF TRANSPORTATION'S OFFICE,

BALTIMORE AND OHIO RAILROAD,

October 1st, 1864.

JOHN W. GARRETT, ESQ.,

President of the Baltimore and Ohio Railroad Company:

SIR:

From the commencement of the fiscal year of 1862, (October 1st, 1861,) to March the 29th, 1862, a period of six months, or one-half of the year, the Road was in operation only at its extremities, one hundred miles of it (between Harper's Ferry and Cumberland) being virtually out of use.

This was the result of the first general destruction of the Road by "Stonewall" Jackson, in the fall of 1861, when forty and a half miles of the tracks were torn up and destroyed, and numerous bridges and buildings burned, some of them for a second or third time.

The Road was only permitted to be in operation from the 29th of March, 1862, to the 25th of May, on which day General Banks fell back from Winchester, through Martinsburg, and the line was again occupied by the enemy. Its possession, however, was soon recovered, and on the 15th day of June it was again reopened throughout its

entire length. It was once more fully interrupted, on the 5th day of September, by the falling back of General White from Winchester, and by the first invasion of Maryland by General Lee's army, between Harper's Ferry and the Monocacy, now known as the "Antietam" campaign.

The entire Road was thus in the Company's possession only a little more than four months and a half of the fiscal year of 1862.

During the same period, minor interruptions occurred, of greater or less extent, west of Cumberland, near New Creek and Rowlesburg, on the Main Stem, and on the Northwestern Road, between Grafton and Parkersburg. Many periods of alarm were also passed through when the Road was merely threatened, in all of which, however, the regular business of the line was seriously affected.

During this year much loss and inconvenience was experienced from freshets, affecting the temporary trestle bridges erected by the Company to replace the permanent structures destroyed by the Confederates at various portions of the line, ranging from Mannington, fifty miles east of Wheeling, to the Monocacy, sixty miles from Baltimore.

THE REVENUES.

The receipts of the Company for 1862, are stated in the following tables, with the usual comparisons and summaries:

A.

STATEMENT OF REVENUE

*Earned on the Main Stem of the Baltimore and Ohio Railroad, from
October 1st, 1861, to September 30th, 1862.*

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October.....1861.....	\$95,649 38	\$115,684 23	\$211,333 61
November... "	91,991 07	156,240 39	248,231 46
December... "	124,410 78	183,216 16	307,626 94
January.....1862.....	135,422 99	168,357 36	303,780 35
February.... "	115,108 22	162,749 24	277,857 46
March..... "	174,761 85	187,423 92	362,185 77
April..... "	122,661 80	235,845 94	358,507 74
May..... "	145,162 66	291,551 15	436,713 81
June..... "	155,799 54	221,707 80	377,507 34
July..... "	144,558 09	423,291 74	567,849 83
August..... "	208,025 12	394,389 01	602,414 13
September.. "	255,945 63	171,904 91	427,850 54
Totals.....	\$1,769,497 13	\$2,712,361 85	\$4,481,858 98

B.

STATEMENT OF REVENUE

*Earned on the Washington Branch of the Baltimore and Ohio Railroad,
from October 1st, 1861, to September 30th, 1862.*

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October.....1861.....	\$44,509 73	\$24,719 33	\$69,229 06
November... "	46,936 28	43,250 64	90,186 92
December... "	50,328 94	51,464 59	101,793 53
January.....1862.....	31,729 49	45,878 36	77,607 85
February.... "	27,407 78	39,599 92	67,007 70
March..... "	32,409 97	30,693 37	63,103 34
April..... "	26,928 29	13,176 49	40,104 78
May..... "	25,959 73	15,655 72	41,615 45
June..... "	23,341 53	14,186 55	37,528 08
July..... "	25,573 08	20,205 98	45,779 06
August..... "	46,647 90	15,772 21	62,420 11
September.. "	62,489 58	19,551 21	82,040 79
	\$444,262 30	\$334,154 37	\$778,416 67

C.

STATEMENT OF REVENUE

*Earned on the Northwestern Virginia Railroad, from October 1st, 1861,
to September 30th, 1862.*

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October 1861.....	\$4,465 91	\$12,584 38	\$17,050 29
November... "	19,326 24	16,397 72	35,723 96
December ... "	8,873 62	18,989 42	27,863 04
January 1864.....	14,647 78	18,024 94	32,672 72
February.... "	8,443 27	20,512 29	28,955 56
March "	6,011 41	16,189 48	22,200 89
April..... "	10,000 64	24,548 41	34,549 05
May..... "	5,869 55	32,974 32	38,843 87
June..... "	5,860 92	18,224 09	24,085 01
July "	5,223 42	23,048 15	28,271 57
August..... "	21,368 74	26,249 67	47,618 41
September.. "	15,688 59	10,499 23	26,187 82
	\$125,780 09	\$238,242 10	\$364,022 19

D.

SUMMARY OF REVENUE FOR THE ENTIRE ROAD FOR 1862.

Compared *with the Revenue for the fiscal year ending September, 1861.*

MAIN STEM PROPER.

	Passengers.	Tonnage.	Totals.
For 1861.....	\$887,159 05	\$2,324,266 65	\$3,211,425 70
For 1862.....	1,769,497 13	2,712,361 85	4,481,858 98
Increase	\$882,338 08	\$388,095 20	\$1,270,433 28

NORTHWESTERN VIRGINIA RAILROAD.

	Passengers.	Tonnage.	Totals.
For 1861.....	\$134,386 14	\$216,145 59	\$350,531 73
For 1862.....	125,780 09	238,242 10	364,022 19
Increase .....	.....	\$22,096 51	\$13,490 46
Decrease	\$8,606 05	.....	.....

WASHINGTON BRANCH ROAD.

	Passengers.	Tonnage.	Totals.
For 1861.....	\$327,879 03	\$110,260 66	\$438,139 69
For 1862.....	444,262 30	334,154 37	778,416 67
Increase.....	\$116,383 27	\$223,893 71	\$340,276 98

MAIN STEM AND NORTHWESTERN VIRGINIA RAILROADS.

	Passengers.	Tonnage.	Totals.
For 1861.....	\$1,021,545 19	\$2,540,412 24	\$3,561,957 43
For 1862.....	1,895,277 22	2,950,503 95	4,845,881 17
Increase.....	\$873,732 03	\$410,191 71	\$1,283,923 74

MAIN STEM, N. W. VA. AND WASHINGTON BRANCH.

	Passengers.	Tonnage.	Totals.
1861.			
Main Stem.....	\$887,159 05	\$2,324,266 65	\$3,211,425 70
Northwestern Va.....	134,386 14	216,145 59	350,531 73
Washington Branch.	327,879 03	110,260 66	438,139 69
	\$1,349,424 22	\$2,650,672 90	\$4,000,097 12
1862.			
Main Stem.....	\$1,769,497 13	\$2,712,361 85	\$4,481,858 98
Northwestern Va.....	125,780 09	233,242 10	364,022 19
Washington Branch.	444,262 30	334,154 37	778,416 67
Total for 1862....	\$2,339,539 52	\$3,284,758 32	\$5,624,297 84
Total for 1861....	1,349,424 22	2,650,672 90	4,000,097 12
Increase.....	\$990,115 30	\$634,085 42	\$1,624,200 72

The revenue for 1862 thus shows the following aggregate comparative results, viz: An increase on the Main Stem, over that of 1861, of \$1,270,433.28, and over 1860, of \$559,656.04.

On the Washington Branch, the increase for 1862, over 1861, is \$340,276.98, and over 1860, is \$315,536.23.

On the Northwestern Virginia Road, the increase for

1862, over 1861, is \$13,490.46, and over 1860, is \$94,819.07.

The total increase of revenue, for the three Roads, for 1862, over 1861, is \$1,624,200.72, and over 1860, \$970,011.34.

OPERATIONS OF THE MAIN STEM.

PASSENGER TRANSPORTATION.

The receipts of the Main Stem, for passengers, in 1862, have been \$1,769,497.13, being an increase of \$882,338.08 upon the same item for 1861. This increase was largely derived from the military operations upon the line, and the travel of civilians in connection with the location of the army.

TONNAGE TRANSPORTATION.

In the fiscal year of 1862, the Main Stem tonnage revenue was \$2,712,361.85. Compared with that of 1861, this shows an increase of \$388,095.20, though still a falling off from the year of 1860, of \$512,105.65.

During the year 1862 an inordinate proportion of materials for the Company's use has been transported upon the Road. In addition to all of this description of service, done to meet the usual consumption improvement and repairs along the line, was the removal of property for safety, and of property injured, and the immense quantities of iron, cross-ties, ballast, telegraph poles, bridge timber and various other materials necessary to reconstruct the line and its appurtenances, after its repeated destruction.

To afford some idea of the extent of this feature of the Company's work, during the year, it may be mentioned that no less than 31,000 tons of material, requiring over 3,000 cars, were transported an average distance of 210 miles, in rebuilding the Road between Harper's Ferry and Cherry Run, after its first destruction there, in the winter of 1861-2, prior to its reopening on the 29th of March, twenty-seven days after the Company had regained possession.

As remarked in the report for 1861, the nature of the business at such anomalous periods prevents a proper return and analysis of the tonnage hauled, with the tonnage carried one mile. Our usual extended tables and statements, under these heads, are therefore necessarily omitted.

It is not inappropriate, at this point, to make a brief allusion to some of the difficulties met by the Company in conducting the military transportation upon its lines. To those who have not had this description of service to perform, at the seat of actual war, where everything is subject to all the vicissitudes and contingencies of such conditions, no adequate idea can be formed of the obstacles and perplexities to be overcome.

Extensive movements, upon very brief notice, were frequently executed, and during such periods the ordinary freight business of the Company was, of course, seriously interfered with, and at times, entirely suspended for weeks, thus depriving the Company of considerable additional revenues, and greatly embarrassing its general traffic.

The number of tons of through merchandise East and West during the fiscal year of 1862, was but 65,018 tons; for the fiscal year of 1861, it was 135,680 tons, or more than double.

The Coal Trade.

This feature of the Company's tonnage work for 1862 was necessarily very meagre, inasmuch as the chief obstructions of the road for nearly two-thirds of that year, were to that portion of the line between the Coal Basin and Baltimore. The following table, in the usual form, shows the quantity hauled:

Statement exhibiting the Quantity of Coal transported on the Main Stem during the fiscal year, ending 30th September, 1862, as compared with the same results for 1861.

	Delivered at Locust Point.	Deliv'd at other places in Balto.	Delivered at Way stations.	Total Quantity Paying Freight
1862.....	150,987	8,740	978	160,705
1861.....	174,244	38,218	1,522	213,984

The Coal transported from the Mines to local stations is not embraced in the foregoing.

It is idle to attempt any fuller comparative statement of the Coal trade with other years, in view of the relatively small portion of the year during which the Road was in operation.

Live Stock Trade.

The aggregate tonnage of Live Stock for the fiscal year of 1862, was as follows:

From Wheeling to Baltimore, 7,202 tons; from local points on the Main Stem, 878 tons, and from Parkersburg and Parkersburg Road, 3,708 tons, making an aggregate of only 11,788 tons, against 18,969 tons for 1861, and 36,359 tons for 1860.

The Flour Trade.

The comparative statement of the quantity of Flour brought to Baltimore during the fiscal years of 1861 and 1862, shows:

	1861.	1862.
From Wheeling.....	6,195 bbls.	8,879 bbls.
“ Benwood.....	169,478 “	38,369½ “
“ Parkersburg.....	90,612 “	87,738 “
“ Local Points, Main Stem.....	312,652 “	237,096½ “
“ “ “ N. W. Va. Road.....	160 “	
“ Washington Branch.....	40,322½ “	18,756 “
Aggregate.....	619,419½ “	390,839 “

These figures show a falling off in the number of barrels of Flour hauled to Baltimore in 1862, of 228,580½ from 1861.

It will be noticed that more than half of the falling off in 1862 from 1861, in Flour, is that from the far West, by way of Benwood, and was owing mainly to the continued interruption of the Road for through business.

The Lumber Trade.

In 1862, the number of tons of Lumber brought to Baltimore, was 6,063; of which 4,415 was from Main Stem Stations, and 1,648 from the N. W. Virginia Road.

In 1861, 13,880 tons were brought to Baltimore, while in 1860, the quantity was 23,321 tons.

The Delivery of Cars at Baltimore.

The subjoined detailed table exhibits the number of loaded cars brought to Baltimore, from all parts of the Road, for the fiscal year of 1862:

Statement showing the **Whole Number of Loaded Cars transported to Baltimore**, over the *B. & O. R. R.* (from *Main Stem, N. W. Va.* and *Washington Branch*) and how distributed, during the year ending 1862:

		WHERE DELIVERED.				TOTALS.			
		Streets of the City.	Camden Station.	Mount Clare.	Locust Point.	From Main Stem.	From Wash. Branch.	Cars with Coal.	Cars with general Mdse.
1861.									
Oct., MS	Freight	457	299	13	35	1,612	392	808	804
	Coal	9	42	87	670				
WB	Freight	160	225	7	.....	.....	.....	.....	392
Nov., MS	"	327	198	26	49	.....	.....	.....	.....
WB	Coal	.....	30	22	136	788	.....	188	600
	Freight	80	226	10	5	.....	321	.....	321
Dec., MS	"	200	102	25	38	.....	.....	.....	.....
WB	Coal	.....	46	168	301	880	.....	515	365
	Freight	42	236	11	37	.....	326	.....	326
1862.									
Jan., MS	"	.....	266	31	67	.....	.....	.....	.....
	Coal	.....	24	52	52	492	.....	128	364
WB	Freight	113	316	13	50	.....	492	.....	492
Feb., MS	"	27	339	.....	23	.....	.....	.....	.....
	Coal	.....	.....	.....	11	400	.....	11	389
WB	Freight	53	273	10	13	.....	349	.....	349
Mar., MS	"	108	398	.....	70	576	.....	.....	576
	Coal	.....	.....	.....	.....	.....	.....	.....	.....
WB	Freight	24	329	11	.....	.....	364	.....	364
April, MS	"	468	549	204	460	.....	.....	.....	.....
	Coal	13	10	90	609	2403	.....	722	1,681
WB	Freight	29	346	20	28	.....	423	.....	423
May, MS	"	1,195	1,061	117	773	.....	.....	.....	.....
	Coal	19	19	29	1,949	5162	.....	2,016	3,146
WB	Freight	36	303	21	11	.....	371	.....	371
June, MS	"	822	749	82	325	.....	.....	.....	.....
	Coal	19	36	125	1,268	3426	.....	1,448	1,978
WB	Freight	53	279	39	18	.....	389	.....	389
July, MS	"	898	951	214	401	.....	.....	.....	.....
	Coal	69	19	156	5,086	7794	.....	5,330	2,464
WB	Freight	35	204	52	25	.....	316	.....	316
Aug., MS	"	1,663	548	138	371	.....	.....	.....	.....
	Coal	54	33	238	5,537	8582	.....	5,862	2,720
WB	Freight	51	232	40	13	.....	336	.....	336
Sept., MS	"	512	569	15	122	.....	.....	.....	.....
	Coal	11	21	18	1,014	2282	.....	1,064	1,218
WB	Freight	104	255	34	20	.....	413	.....	413
Whole number..		7,651	9,533	2,118	19,587	34,397	4,492	18,092	20,797

The aggregate number was 38,889, against 56,445 in 1861.

While the street service proper for the delivery of cars to warehouses has not been as large as in previous years, the military service has involved an immense increase in the transfer of loaded cars through the city of Baltimore, to and from the North and East.

EXPENSES OF TRANSPORTATION.

The following distinct table fully exhibits the items of Transportation Expenses for the fiscal year of 1862, with a close comparison of the same for 1861, by which it will be seen that there is an increase in the aggregate outlay, on this account, of \$19,812.25.

Statement showing the Expenses of Transportation on the Main Stem for the fiscal year ending 30th September, 1862, as compared with the same items for the fiscal year of 1861.

	1862.	1861.
Agents and Clerks.....	\$46,560 65	\$35,191 29
Passenger Conductors, Brakemen and Baggage Masters.....	24,104 90	23,999 25
Tonnage Conductors and Brakemen.....	67,455 46	73,945 59
“ Enginemen.....	54,500 63	62,525 52
“ Firemen.....	32,127 59	36,281 88
Passenger Enginemen.....	15,554 95	21,617 25
“ Firemen.....	7,593 26	10,066 51
Tonnage Teamsters.....	9,609 26	7,008 21
Passenger Teamsters.....	4,482 10	1,362 95
Depot Laborers, hauling Cars and Freight.....	87,688 19	48,551 31
Maintenance and Renewal of Stock and Harness.....	23,874 18	20,565 22
Oil.....	13,647 11	8,652 83
Tallow.....	3,785 95	3,230 74
Cotton Waste.....	5,426 52	2,735 06
Stationery, Printing and Advertising.....	7,100 93	9,975 68
Gas Light and Candles.....	5,302 17	2,249 04
Ethereal Oil.....	2,373 23	6,140 05
Miscellaneous and Contingent.....	5,854 99	7,829 39
Eastern and Western Agencies.....	6,087 02	23,368 42
Telegraph Operators and Messengers.....	13,521 13	11,541 78
	\$436,650 22	\$416,837 97

NORTHWESTERN VIRGINIA ROAD.

The revenue returns of the Company for 1862 exhibit an increase from the Northwestern Virginia or "Parkersburg" Road, for 1862, of \$13,490.46 over 1861.

The revenue of this portion of the line was much lessened by the inability of the Company to conduct a through business between the East and West during two-thirds of the year, the chief revenue of the Northwestern Road being usually derivable from that source.

EXPENSES OF TRANSPORTATION.

The following exhibit of the Cost of Transportation on the Northwestern Road for 1862, shows a falling off of \$8,156.61 from 1861, which is gratifying, in view of the net increase in the revenue which such a result insures.

Statement showing the Expenses of Transportation on the Northwestern Virginia Railroad, for the fiscal year ending 30th September, 1862, as compared with same items for the year 1861.

	1862.	1861.
Agents and Clerks.....	\$9,355 01	\$9,183 00
Tonnage Conductors and Brakemen.....	5,461 30	7,306 35
Passenger Conductors, Baggage Masters and Brakemen.....	3,293 25	3,197 00
Tonnage Enginemen.....	4,777 25	6,482 00
Passenger Enginemen.....	2,132 50	2,953 45
Tonnage Firemen.....	2,865 25	3,910 35
Passenger Firemen.....	1,132 95	1,308 70
Depot Laborers.....	14,549 58	13,313 43
Oils.....	3,145 00	3,146 90
Tallow.....	1,839 00	1,960 75
Cotton Waste.....	1,452 70	1,295 00
Stationery, Printing and Advertising.	1,879 72	2,292 19
Ethereal Oil.....	1,104 15	1,207 68
Miscellaneous and Contingent.	1,007 06	866 95
Eastern and Western Agencies.....	79 84	3,783 27
Telegraph Operators.....	1,337 35	1 265 50
Gas Rent and Candles.		156 00
	\$55,411 91	\$63,568 52

WASHINGTON BRANCH ROAD.

The operations of the Washington Branch Road, between Relay or Washington Junction and Washington, or more properly between Baltimore and Washington, were not subjected to any interruption from military incursions during the fiscal year of 1862. At two periods in the year, for a day or two at a time only, the exigencies of the Government's military situation, induced by orders from high authority, the suspension of the general business of the public, to facilitate the very large and urgent movements then impending.

The revenue results upon this portion of the Road have already been given in the appropriate tables at the beginning of this Report.

The largest population of the city of Washington, prior to the war, did not exceed 60,000 persons. The Depot and other facilities at that place were amply adapted to the proper disposition of all business for such a population that was not accommodated by the water route, afforded by the Potomac river.

An immense accession to the local population, in addition to the vast Army of the Potomac, gathered after the Bull Run campaign, exceeding 200,000 men, with the closing of the Potomac river by hostile batteries upon its right bank, in October, 1861, (the first month of the Company's fiscal year ending September 30th, 1862,) brought with it an enormous and unprecedented expansion in the operations of the Road.

At the opening of the war, the Freight business to Washington required an average of about eight cars per day; but from the month of October, 1861, to the month of March, 1862, when Manassas and the Potomac batteries were evacuated by the Confederates, the number of cars delivered at Washington frequently exceeded four hundred (400) daily, loaded with the greatest possible variety of supplies for the army and the citizens. To meet this ex-

pansion, extended improvements, involving a large outlay of capital and effort, were required and promptly made. The emergency, great as it was, was successfully met, to the marked satisfaction of the Government, and the gratification of the Company and its friends, as well as to the dismay of a few who foretold a failure.

The successful conduct of the very large operations at this juncture, on the Washington Branch Road, must ever be a source of proud reflection to the Company. To perform them, however, a large portion of the equipment and operating force of the Main Stem had to be diverted from that part of the line.

CONCLUSION.

It is more than the mere observance of a custom that leads me in concluding this Report, to again bear testimony to the general good conduct of the officers and men connected with me in the working operations of this Department of the service. I cannot perform this agreeable duty better than by quoting the following sentence from my last Report, viz:

“When the history of the present war, in connection with railroad affairs, is properly written, the wonderful fidelity, courage, and success with which the men generally of our service have acted their part, in these eventful times, must occupy an honorable place in such a record. The most daring bravery, in protecting the property of the Company, and the lives of its passengers, was frequently shown, while the admirable judgment and discretion exhibited, even in many instances, by the humblest men connected with the trains, or other duties, is entitled to the highest favor of the Company, and challenges, indeed, the applause of the community.”

Respectfully submitted by

W. P. SMITH,

Master of Transportation.

REPORT

OF THE

Master of Road.

Road Department's Report.

OFFICE OF MASTER OF ROAD,

BALTIMORE AND OHIO RAILROAD,

October 1st, 1864.

JOHN W. GARRETT, Esq., *President*:

SIR:

The following Report of the operations of the Road Department, during the fiscal year ending 30th September, 1862, is respectfully submitted:

This Department expended \$311,134.10 for Repairs of Railway, which embrace the maintenance of the Road, and all labor and materials used on the repairs of track. This amount, compared with the fiscal year of 1861, shows a decrease of \$153,940.09.

This large decrease was on account of the continued occupation of portions of the line by the enemy during the winter of 1861 and 1862, and upon which no repairs could be made. To give employment to the men formerly occupied upon this portion of the Road, the hands on the remaining sections, in conjunction with these, were worked upon half or three-quarter time. This was sufficient to fully maintain it for its local business, and, whilst reducing the time and not the number of the men, this system gave employment and support to all during the severity of winter. It also retained experienced men for full and efficient service when required to restore the entire road. Most of the decrease for cost of materials was during the period above stated.

These remarks will also apply to maintenance of Road and Renewal of Ballast.

MAINTENANCE OF ROAD

Consists of surfacing, ditching, maintaining original width of road-bed, and removing slips, and has cost \$20,191.84, which shows a decrease of \$8,276.16, when compared with the fiscal year of 1861.

RENEWAL OF BALLAST.

On this account there was expended \$5,684.70, which shows a decrease of \$3,277.50, when compared with the fiscal year of 1861.

REPAIRS OF RAILWAY.

The amount expended in repairs for labor and materials was:

For Labor.....	\$144,553 07
“ Materials.....	140,704 49
Total	<u>\$285,257 56</u>

Which shows a decrease of \$142,386.43, when compared with the fiscal year of 1861.

RECAPITULATION.

Maintenance of Road.....	\$20,191 84
Renewal of Ballast.....	5,684 70
Repairs of Railway.....	<u>285,257 56</u>
Total.....	<u>\$311,134 10</u>

The amount of new iron rails used in repairs during the fiscal year 1862, was 4,691 tons, which shows the relaying of 49½ miles of track. 129,859 new cross-ties were placed in the track during the year. Sidings were relaid at Duffields, Kearneysville and Martinsburg. A Turntable put in, and a Y at Martinsburg, to turn engines. The second track from Martinsburg to Paxton's Cut, 8 miles and 4,986 feet, was also restored.

The lot of ground bounded by Ohio avenue, Howard, York and Montgomery streets, was purchased, across which a line of easy curvature, to connect with the Howard and Pratt street tracks, was constructed. This improvement was necessary to facilitate the movement of through cars, *via* Philadelphia, Wilmington and Baltimore, and Northern Central Railroads.

WATCHMEN.

Watching Cuts.....	\$19,018 05
“ Tunnels.....	500 70

MAINTENANCE OF BRIDGES.

Repairs and Rebuilding.—There was expended on this account, for labor and materials, \$140,031.53, during the fiscal year of 1862, which was \$97,419.00 more than the amount expended during the fiscal year of 1861.

The piers in Potomac river at Harper's Ferry, were raised for new iron bridge. This work is all solid masonry, with dressed granite facings. \$6,711.42 was expended on account of the stone work during the year.

A large force also continued at work building the iron bridges, to replace those which had been destroyed. \$86,977.25 was expended on this account during the year.

The wood work on Cheat River Viaduct No. 1 was entirely renewed. New chords were also placed in the following named bridges: Dunkard's Run, Right Hand Fork, Churches Fork No. 1, No. 5 and No. 8, Grave Creek No. 1, No. 6 and No. 9, Little Grave Creek, Caldwell's Run and Wheeling Creek. Piles Fork Bridge No. 5 and Parker's Run Bridge, including new abutments, were rebuilt.

All other bridges then in use were fully maintained.

The temporary trestlings were all of the most substantial character, no accidents having occurred upon any of them, and no delays to trains, except during periods of very high water.

Statement No. 1 shows in detail the amount expended on each bridge during the fiscal year 1862.

Cost of Watching Bridges.....\$5,159 20

MAINTENANCE OF WATER STATIONS.

The expenditure on this account was.....\$14,728 39

A new tub was put in Locust Point No. 1, three in Mount Clare, two in Sleepy Creek, two in Rockwell's Run, one in No. 34. Each of these tubs is from 20,000 to 25,000 gallons capacity. A new pumping engine was also put up at Harper's Ferry.

The following named water stations were also rebuilt: Monocacy, two tubs; Harper's Ferry, Martinsburg, North Mountain, Sir John's Run, No. 12, Little Cacapon, Patterson's Creek and 21st Section. Six pumping engines were rebuilt to replace those which had been destroyed, and all the pipes, pen stocks and appurtenances restored.

Cost of Pumping Water.....\$5,488 84

MAINTENANCE OF MAGNETIC TELEGRAPH.

The expenditure on this account was \$4,759.24 for the fiscal year of 1862, which shows an increase, when compared with the same account of the fiscal year of 1861, of \$2,163.51.

WASHINGTON BRANCH.

REPAIRS OF RAILWAY.

The expenditures on this account were \$137,352.09, of which \$6,471.40 was for ditching and maintaining road-bed.

A Y to turn engines was laid in Washington, and large additions of side tracks in streets and depot yard; also long sidings at Elk Ridge Landing, Annapolis Junction, Watson's Cut, White Oak Bottom, Beltsville, Paint Branch, Bladensburg and Rives'. A direct line was constructed at Relay House, to connect the Washington Branch with the Main Stem to the West. By this connection military and other trains were run through without delay.

This improvement also answers the purpose of a Y.

REPAIRS OF BRIDGES.

The expenditure on this account was..... \$130 63

REPAIRS OF DEPOTS.

There was expended on this account \$8,213.73, which was for new telegraph office at Annapolis Junction, new engine house, and additional stock and tonnage platforms at Washington, and for general repair of depots, buildings and platforms along the line of Road.

REPAIRS OF WATER STATIONS.

The expenditures on this account were.....\$5,253 32

A new pumping engine was erected at Relay House to pump from the Patapsco River. A new tub at Annapolis Junction, and new water stations and pumping engines were put up at Laurel and Bladensburg, and a new tub at Washington. These improvements furnished an abundant supply throughout the year, and are sufficient for largely increased business.

Cost of Pumping Water.....\$2,877 98

PARKERSBURG BRANCH.

REPAIRS OF RAILWAY.

For Repairs of Railway.....	\$45,549 98
“ Renewal of Ballast.....	1,260 25
“ Maintenance of Road.....	12,204 14
Total.....	<u>\$59,014 37</u>

This amount, compared with the fiscal year of 1861, shows a decrease of \$24,694.64.

The Y at Clarksburg was completed, and was much used for turning engines running to said point.

In consequence of the incomplete condition of this Road, considerable sums, which, from the difficulty of accurate

adjustment, appear in the statement charged as repairs, properly belong to construction.

MAINTENANCE OF BRIDGES.

The expenditure on this account was \$6,413.73, which shows a decrease of \$4,466.82, when compared with the fiscal year of 1861. New chords were put in Nos. 2, 10, 31, 35, 39 and 44. Bridges Nos. 20, 22, 27 and 28 were rebuilt during the year 1862.

Statement No. 2 shows, in detail, the amount expended on each bridge.

MAINTENANCE OF WATER STATIONS.

The expenditure on this account was.....	\$461 34
Cost of Pumping Water.....	1,890 00

MAINTENANCE OF MAGNETIC TELEGRAPH.

The expenditure on this account was.....	\$308 95
--	----------

CONSTRUCTION.

THE TUNNELS.

The timbering in the tunnels was kept in a safe condition, but the expenditures on this account must be largely increased, as the original timbering will require extensive renewal in a few years. The permanent interests of the Company will be promoted by arching these tunnels at as early a period as the state of the country will make judicious.

It is deemed proper to continue in this report a statement of some of the leading events of the war, as connected with the destruction of the Road and the property of the Company, during the fiscal year.

Chronological table continued from September 30th, 1861:

At the time of closing this table in the last Annual Report, five trestles had been washed out of the Potomac River trestling, on 21st Section. West of Cumberland.

Oct. 3d, 1861. These were replaced, and trains crossed over.

“ 8th, “ Rail joist and cross-ties on E span, South Branch iron bridge, burned by Confederate forces.

“ 23d, “ Water station, engine house and pumping engine, at Little Cacapon burned. Also two water stations at No. 12, and the pump house, pumping engine, wood house, sand house and blacksmith shop.

Nov. 2d, “ A portion of the Potomac River, or 21st Section, trestling swept out by freshet, and five flat cars, with which it was weighted, carried down the river. The drift wood was within three feet of the track, and the water higher than at any previous period.

“ “ “ The George's Creek road was greatly damaged by a freshet, and a number of Baltimore and Ohio iron hopper cars, weighing $4\frac{1}{2}$ tons each, were carried by the current down the stream, some of them a distance of two miles. These cars were sent up this road for safety at the time of the raid upon Piedmont.

“ “ “ This freshet also carried away the platforms at Sir John's Run.

“ 6th, “ Commenced restoring the trestling on 21st Section; the passenger trains between Cumberland and Wheeling continued to run regularly by transferring passengers and baggage at this point.

- Nov. 10th, 1861. All trains crossed over, and business west of Cumberland fully resumed.
- “ “ “ Commenced removing debris of canal span of bridge over North Branch of the Potomac, six miles east of Cumberland. Since the burning of this bridge, in May, 1861, it had not been in the power of the Company to effect repairs east of Cumberland.
- “ 12th, “ Completed trestling of the canal span, North Branch Bridge, and restored wood work and track upon the three iron spans.
- “ 14th, “ Completed Patterson's Creek trestling, 8 miles east of Cumberland, and military trains ran to Green Spring, 16 miles east of Cumberland.
- “ 25th, “ The two water stations, blacksmith shop, sand houses and coal bins at Sir John's Run, burned.
- “ 26th, “ Commenced restoring wood work on east span, South Branch iron bridge.
- „ 27th, “ Finished South Branch Bridge.
- „ 30th, “ Sent an engine and train, with lumber, to Little Cacapon.
- Dec. 1st, “ Finished trestling Little Cacapon.
- “ 11th, “ Moving eastward as rapidly as military protection is afforded. Six months had elapsed since a car had passed Little Cacapon. The track was covered in many places by washes from the hill-sides; also, obstructed by rocks and trees; the train went as far as Great Cacapon, 46 miles east of Cumberland. The unexpected appearance of a locomotive and train was hailed with demonstrations of joy by the inhabitants along the road.
- “ 12th, “ Commenced trestling Great Cacapon.
- “ 16th, “ Finished the trestling, and trains ran to Hancock.

December 1861. During this month trestled Potomac River, at Piedmont; also, put George's Creek road in such order as to get the engines and cars from it. The destruction of tracks between Harper's Ferry and Back Creek, removal of rails, cross-ties, track fixtures, &c., continued; four miles were removed after date of last Chronological table, making a total of 40 miles, 2,261 feet of track torn up, and the iron for nearly thirty-seven miles taken away. The destruction of the telegraph line and removal of the wires also continued.

Jan. 2d, 1862. Water Station at North Mountain burned.

" 4th, " Passenger train from Hancock arrived in Cumberland on time, but did not return on account of fighting at Bath, near Sir John's Run.

" 5th, " Attack on Hancock; no trains running east of Green Spring.

" " " Great Cacapon trestling, burned; also, two houses adjacent, belonging to the Company.

" 8th, " A train went to Great Cacapon.

" 11th, " No trains running east of Patterson's Creek.

" 31st, " Running to Patterson's Creek, and military train to South Branch since 11th January.

" " " United States troops burned six pens for loading cattle at Patterson's Creek, and used the Railroad, between Patterson's Creek and North Branch, as a wagon road.

Feb. 7th, " United States forces, under Col. Geary, crossed over into Harper's Ferry, and burned the Company's hotel, warehouse, ticket office and water station; also, 38 panels, 570 feet in length, of wood work on

the double track iron trestling through Arsenal yard and boatway bridge. This was the remainder of the Company's property in Harper's Ferry, not destroyed by the enemy.

- Feb. 7th, 1862. These troops also destroyed the blacksmith shop at Calico Rock, and the skiffs and flatboats built for use in trestling.
- “ 8th, “ Inspection train went as far east as Great Cacapon Bridge, the trestling of which was found to be badly burned and cut.
- “ 11th, “ Commenced retrestling Great Cacapon. Finished it on 14th. This opened the road eastward to Hancock.
- “ 13th, “ Meyer's water station, burned.
- “ 26th, “ Guards were taken from Patterson's Creek, and at night the rail joist on trestling over said stream was burned. and the track destroyed, cutting off communication between Gen. Lander's forces at Paw Paw and Cumberland. Repaired, and trains crossed over on 27th.
- Mch. 1st, “ Commenced trestling Sleepy Creek; weather very severe; snow, rain, sleet and ice. Finished it on 5th; also, repaired the bridge at Cherry Run.
- “ 4th, “ Orders given for the vigorous prosecution of the work at reopening from each end of burnt district.

The forces working eastward, under W. E. Porter, Assistant Master of Road, came to Back Creek on 5th inst. This bridge was originally a stone arch of eighty feet span. The opening made by its destruction was 130 feet in length and 67 feet deep.

A temporary wire suspension bridge was at once thrown across the chasm, and over

this the iron and cross-ties were carried, and the work at track laying commenced. At the same time the bridge forces, under W. Allee, Supervisor of Bridges, commenced clearing the ruins, preparatory to the erection of the heavy and difficult work of trestling, and crossed trains over it on 10th of said month, at 3 P. M., when the track laying was pressed rapidly by the forces under Geo. W. Cromwell, Wm. R. Mudge, John M. Harman, Bryan Healey, John B. Stewart and Jas. Dawson, Supervisors of Track, and W. Zumbro, Supervisor of Water Stations; reaching Martinsburg on 14th. Another force, under W. C. Quincy, then Acting Master of Road, with Thos. Heskett, Supervisor of Bridges, and W. M. Shawen, J. P. Williams, C. H. Mayers and Geo. Henthorn, Supervisors of Track, and Benjamin Uncles, Supervisor of Water Stations—repaired to Harper's Ferry on the 4th, to commence working westward. Owing to the great depth of water and the swiftness of the current, it was found impossible to raise the trestles in the Potomac River. A dangerous and difficult task was performed. Large cables were stretched across the river, by means of which the heavy timbers to restore the line of wood work 1620 feet in length upon the original iron trestling through the arsenal yard in Harper's Ferry, and to trestle the Tilt Hammer Bridge, also the iron rails, track fixtures and cross-ties, were rafted over the river, and hoisted to their position. Frequent efforts were made by lashing boats to the

cables and to the masonry, to raise trestles in the river. On the 5th, one was placed in position, but in consequence of the excessive cold, the ropes becoming stiffened by ice, the force was again sent to the work through arsenal yard, and upon the Tilt Hammer Bridge. This bridge was completed on the 6th. On the 9th, the forces were put upon four of the river spans, but their most energetic efforts were unequal to the power of the elements. On the 10th, heavy rain all day, but trestling in river progressed. From the rain of the 10th, the river continued too full, and the current too swift, to accomplish much at the main bridge on the 11th.

Mch. 12th, “ On the 12th, work was resumed on the main bridge, and pressed with all possible energy until the night of the 18th, when the first locomotive, for nine months, went over into Harper’s Ferry.

“ 19th, “ On the 19th, the track was completed on iron trestling through Arsenal yard.

All this work in Harper’s Ferry, including the Tilt Hammer Bridge, would have been done in much less time if the main bridge could have been completed first; but the time saved fully repaid all the disadvantages in getting the materials for it across the river, and for the additional labor required to accomplish the work.

“ 20th, “ On the 20th, track laying was commenced near the 83rd mile post, and progressed rapidly. The track was joined and the road reopened on the 29th March. As an evidence that all this work was carefully performed,

although with so much rapidity, on the 30th nearly eight hundred cars passed safely over it. The water stations at Harper's Ferry, Martinsburg, North Mountain, Sir John's Run, No. 12, Little Cacapon and Patterson's Creek were rebuilt, and water in abundance provided.

The telegraph line was fully restored, and sufficient side tracks for facilitating the movement of trains were laid, and all the arrangements for prompt working were complete, and the road ready for the immense business at once thrown upon it. The burnt engines at Duffields, and those at Martinsburg, as also portions of the burnt cars, were sent to the different shops for repairs.

April 9th, 1862. High water and seven inches of snow, with heavy accumulations of drift against all the bridge trestling on the line, requiring great exertions to save it. Two trestles were washed out at Patterson's Creek. Repaired on the 10th, and trains passed over.

“ 13-16 “ Water again very high. It was necessary to stand loaded cars upon the Potomac trestling at Harper's Ferry, to weigh it down.

“ 22d, “ River again very high, and cars put upon trestling at Back Creek, Opequan, Sleepy Creek, Great Cacapon and Patterson's Creek, to keep water from raising them from their foundation. At 11.30 A. M. the curved span of Harper's Ferry trestling, adjoining the Maryland shore, and two contiguous spans, were swept out, and fourteen loaded coal cars went into the river. At 3.15 P. M. a canal boat having

floated *over the tow path*, came against the next span and swept it out with ten loaded cars, and at 7.45 P. M. one-half of the wide span with 12 cars went out. The water continued at such great height that trestling could not be commenced until April 28th. Passengers and baggage were transferred by boats.

May 4th, 1862. On the 4th day of May it was finished, and 400 loaded cars passed over it.

“ 18th, “ Commenced relaying 2d track from Martinsburg westward.

“ 25th, “ Federal forces retreated from Winchester through Martinsburg. The Company's employees also left this vicinity.

“ 28th, “ Opequan, Pillar and Back Creek trestling burned.

June 2d, “ Trestling at Great Cacapon damaged by high water, but repaired in a few hours.

“ 2-3 “ Forces repaired to Opequan and Back Creek.

“ 4th, “ Back Creek trestling repaired, and force from there moved to Pillar Bridge, but on account of heavy rains they were sent westward to save other trestling between Martinsburg and Cumberland, and the force from Opequan sent to Harper's Ferry to keep drift clear.

“ 5th, “ Great Cacapon trestling, and one trestle in Little Cacapon, carried away by freshet; also, four-and-a-half spans at Harper's Ferry. Back Creek also damaged.

“ 6th, “ Back Creek, Little Cacapon and Opequan repaired.

“ 7th, “ Remainder of Potomac River trestling at Harper's Ferry, from shore to shore, carried out by high water.

- June 8th, 1862. Great Cacapon retrestled; also, Pillar Bridge at Martinsburg finished. Road again open from Harper's Ferry to Wheeling. Through passenger trains ran regularly. The passengers and baggage transferred by boats. Stock trains were also run, the stock being likewise transferred by boats.
- “ 9th, “ Forces from east and west commenced retrestling Potomac River at Harper's Ferry, and completed it on the 15th.
- “ 22d, “ Resumed work on 2d track west of Martinsburg, and completed it to Paxton's Cut, July 9th.
- July 17th, “ Constructed track from top of bank to water in Opequan to recover the wrecked cars. They were all taken out during the month.
- “ 24th, “ Commenced raising iron bridge at Harper's Ferry with No. 4 span. In consequence of the frequent delays at this point by trestling washing out, it was determined to risk the iron bridge.
- Aug. 21st, “ United States troops left Berlin, cut 26 telegraph poles and destroyed the wire.
- Two iron spans, Nos. 3 and 4 of the magnificent bridge at Harper's Ferry completed during the month, and preparations made to erect span No. 5.
- The cars lost in the river at the time the trestling was swept away, were also taken out during this month and sent to Baltimore and Piedmont for repairs.
- Sept. 6th, “ United States forces retreated from Martinsburg.
- “ 8th, “ The splendid iron suspension bridge at Monocacy blown up by the enemy. This bridge consisted of three spans of 115 feet

each. The water station at Monocacy, including pump house and engine, also burned.

Sept. 13th, 1862. Pillar Bridge at Martinsburg again destroyed.

“ 15th, “ Commenced removing debris of Monocacy bridge. This vicinity was the camping ground of the Confederate army, and before operations could be commenced at the bridge, dead men, horses and cattle had to be buried.

“ 16th, “ Opequan trestling again destroyed.

“ 17th, “ Government Canal Bridge at Harper's Ferry destroyed. This was a covered wooden bridge, 148 feet span, and the only one between Monocacy and Cumberland that had remained intact up to this period.

“ “ “ Monocacy trestling commenced; crossed trains over at 11 A. M., September 21.

“ 22d, “ Back Creek trestling destroyed.

“ 24th, “ Reconstruction train went to Harper's Ferry.

The iron spans Nos. 3 and 4, also Winchester iron span, blown up, and laying in confused masses in the river.

The trestling in otherspans all destroyed, also 24 spans of wood work on iron trestling, Boatway bridge, Wasteway 12 spans, two bridges of $13\frac{1}{2}$ spans at Beck's Quarry, and carpenter shop at Harper's Ferry, tool house and blacksmith shop, burned. Also, ten house cars burned in Harper's Ferry, and 14 in Quarry Siding, 3 gondola cars run into the river, 4 house and 2 crane cars thrown into the Chesapeake and Ohio Canal. Engine No. 30 burned, and hanging in trestlework at west end of

bridge, and engine No. 166 burned in Harper's Ferry tunnel. Information of great destruction to road and Company's property at Martinsburg.

Sept. 25th, 1862. Workmen commenced removal of wrecks of cars, engines and Iron bridge at Harper's Ferry; also, restoring damage to iron trestling, Boatway Bridge, Wasteway; also, retrestling the Main and Government Canal Bridge.

The water station at Monocacy was rebuilt during the month.

The transfer of coal from canal boats into B. & O. cars at Sandy Hook continued from close of last fiscal year. Additional derricks were erected, and by this means the supply of coal for Company's use east of Harper's Ferry, and upon the Washington Branch, was fully maintained.

Large quantities of gas coal from Newburg were also transferred. 14,425 cross-ties, and the lumber for relaying the Howard Street track, were also brought from the Western portion of the road *via* canal from Cumberland to Sandy Hook.

NOTE.—21st Section Bridge was destroyed June 19th, 1861. It was omitted in the chronological table for that year.

PARKERSBURG BRANCH.

Jan. 21st, 1862. Trestles washed out of Nos. 4 and 3 from No. 11 bridge.

This high water has been very disastrous, causing heavy slips in the cuts, washing out embankments, and greatly delaying trains; also, much damage by water in the months of February and April.

During the fiscal year of 1862 the cattle pens at Berlin, Sandy Hook, Cherry Run, Patterson's Creek, and other points upon the Main Stem and Parkersburg Branch, were carried away by United States forces and used in the construction of their winter quarters; a number of tool houses were also carried away for similar purposes.

The hand and truck car equipment of this Department was seriously impaired by its seizure by these troops, and left in such positions on the Road as exposed them to danger by the regular trains.

From this cause this description of car was almost totally destroyed on the Parkersburg Road.

In closing this Report, I would be doing great injustice not to make special mention of the valuable services rendered to this Company during the past fiscal year by my principal assistants, W. C. Quincy, Esq. and W. E. Porter, Esq. These gentlemen have gone to the front in every instance, with their untiring and ever ready Supervisors of Bridges, of Water Stations and of Road, (whose names are mentioned in this report, and whose energy and perseverance are well-known to the officers of the Company,) and replaced the great destruction, by the Confederate forces, of road, bridges, water stations, &c., thus accomplishing results which were of the utmost importance to the interests of the Company, and which reflect great credit upon themselves.

Respectfully submitted,

JOHN L. WILSON,
Master of Road.

Statement showing the Amount Expended on each Bridge on the Main Stem, during the year ending September 30th, 1862.

Repairing Pratt street Bridge.....	\$3 50
“ Carey “	1 66
“ Ellicott's Mills “	35
“ Elysville lower “	77 46
“ Elysville upper “	140 53
“ Bush Creek “	51 12
“ Piney Falls “	33 51
Building Monocacy “ Trestlework.....	3,757 74
Repairing Tuscarora “	126 80
Building Harper's Ferry “	17,583 04
“ “ Iron Bridge.....	59,556 87
“ “ Bridge Masonry.....	6,711 42
“ Tilt Hammer Trestlework.....	319 10
Repairing Gov'n't Canal Bridge.....	11 00
Building Opequan Trestlework.....	1,653 93
“ Pillar Bridge Trestlework.....	1,151 72
“ Tilt Hammer and Pillar Iron Bridges.....	6,084 13
Repairing Fanvers Bridge Trestlework..	10 25
“ Speck's Road Bridge “	10 25
“ Myers's “ “	10 25
“ Trestlework at Martinsburg.....	63 74
Building Back Creek Bridge Trestlework.....	1,451 01
“ Cherry Run “	309 51
Repairing Sleepy Creek “	301 29
Building “ “ “	569 93
“ Great Cacapon “	2,064 55
“ “ “ Iron Bridge.....	255 64
“ Little Cacapon Trestlework.....	680 32
“ “ “ Iron Bridge.....	137 07
“ South Branch Bridge Trestlework.....	801,28
“ “ “ Iron “	480 13
“ North “ “ Trestlework	157 98
“ “ “ Iron “	3,030 18
“ Patterson's C'k “ Trestlework.....	718 85
Repairing Everett's “ “	31 20
“ Hays street “ Cumberland.....	88 60
“ Will's Creek “ “	1 50
Building 21st Section “ Trestlework.....	1,803 93
“ “ “ Iron “	13,699 76
Repairing Crabtree “ No. 4.....	6 94
“ New Creek “	180 86
“ Youghiogheny “	31 16
“ Cheat River “	429 75

Amount carried forward.....\$124,589 86

Amount brought forward.....			\$124,589 86
Repairing Viaduct	Bridge	No. 1, woodwork renewed....	605 97
"	"	No. 2.....	10 00
"	Raccoon	No. 3.....	51 55
"	Dunkard's Run	new chords.....	43 82
"	Piles' Fork	No. 1	1 60
"	Monongahela	.....	3 55
"	Buffalo Creek	Nos. 1 and 2 (Burnt).....	253 55
"	Piles' Fork	No. 3.....	78 29
"	"	No. 4.....	80 00
"	"	Rebuilt " No 5.....	256 98
"	Right Hand Fork	new chords Sec. 323.....	40 96
"	Churches	new chords No. 1.....	38 82
"	Piles' Fork	No. 6.....	25 85
"	Churches Fork	new chords No. 5.....	159 03
"	"	No. 7.....	44 73
"	"	new chords No. 8.....	407 88
"	North Fork Fish Creek	Bridge, new chords No. 2....	61 15
"	"	Grave " "	45 85
"	Cameron Run	" Sec. 350.....	3 40
"	Left Hand Fork	Grave C'k " Sec. 352.....	17 95
"	Parker's Run	" Rebuilt also Ma'ny.	974 65
"	Grave Creek	" No. 2.....	16 25
"	"	" No. 3.....	20 00
"	"	" No. 4.....	16 25
"	Salt Lick	" Sec. 249.....	25 25
"	Grave Creek	" new chords No. 1....	75 00
"	"	" No. 5	21 60
"	"	" new chords No. 6....	246 60
"	"	" No. 7.....	162 08
"	"	" No. 8.....	60 85
"	"	" new chords No. 9....	257 31
"	Little Grave Creek	" new chords Sec. 367	132 52
"	Calwell's Run	" new chords.....	82 70
"	Wheeling Creek	" Protection walls.....	1,106 48
"	Moundsville	"	53 55
"	Trestlework Benwood.....		35 75
"	Bridge at Mannington.....		10 57
Building Hydraulic Press for testing Iron.....			602 72
Making Tools for Bridges.....			2,271 29
Building Crane for Hoisting.....			859 46
Repairing Culverts on 5th and 6th Sub. Divisions.....			150 60
Materials for Trestling Bridges.....			4,640 92
Repairing Trestlework on Sec. 78.....			4 87
Making Drawings for Bridges.....			1,353 47

 \$140,031 53

Statement showing the Amount Expended on each Bridge on the North-Western Virginia Railroad, during the year ending 30th September, 1862.

Repairing Valley River Bridge No.	1 Sec. 1.....	\$115 31
" Simpson's Creek " "	2 Sec. 4 new chords.....	142 92
" " " " " "	4 Sec. 16 Trestlework.....	355 59
" " " " " "	5.....	10 04
" " " " " "	6.....	72 34
" Joe's Run " "	7.....	10 00
" West Fork " "	8.....	5 88
" Pike " "	9.....	20 43
" Limestone " "	10 new chords.....	140 11
" " Trestling " "	11.....	229 32
" " " " " "	12.....	16 15
" Ten Mile " "	14.....	149 79
" Morgan's Run " "	17.....	25 00
" Buckeye Fork " "	18.....	397 75
" " " " " "	19.....	9 20
" " " " " "	20 Rebuilt.....	679 43
" " " " " "	21.....	50 85
" Middle Island " "	22 Rebuilding.....	510 69
" Pike " "	23.....	3 20
" Arnold's Creek " "	24.....	9 30
" Hughes' River " "	25	4 69
" " " " " "	26.....	4 80
" " " " " "	27 Rebuilt.....	88 55
" " " " " "	28 Rebuilt.....	172 53
" " " " " "	29.....	37 73
" Bond's Creek " "	30.....	221 33
" Hughes' River " "	31 new chords.....	309 53
" " " " " "	32	5 46
" " " " " "	33.....	271 17
" Goose Creek " "	35 new chords.....	55 43
" " " " " "	36.....	4 40
" " " " " "	38 new track.....	175 07
" " " " " "	39 new chords.....	633 09
" " " " " "	41.....	9 30
" " " " " "	42.....	9 30
" Walker's Creek " "	44 new chords.....	228 39
" " " " " "	45.....	126 27
" Stillwell " "	48.....	7 48
" Worthington " "	49.....	3 20
" Parkersburg " "	.....	74 81
" Northwest Pike " at Smithton. ....	.....	20 00
" Trestlework on Sec. 18.....	.....	24 71

Amount carried forward.....\$5,440 54

Amount brought forward.....	\$5,440 54
Repairing County Road Bridge.....	24 18
“ Duckworth's Summit Bridge	30 76
“ Trestlework on Sec. 16.....	6 40
“ Petroleum Bridge.....	6 69
“ and adjusting Bridges.....	897 71
“ Tools for use of Bridges.....	7 45
	\$6,413 73

REPORT

OF THE

Master of Machinery.

Machinery Department's Report.

Office of the Master of Machinery,

BALTIMORE AND OHIO RAILROAD,

Baltimore, October 1st, 1864.

JOHN W. GARRETT, Esq., *President:*

SIR:

The operations of the Department, for the fiscal year, ending September 30th, 1862, are herewith submitted:

EXPENSES OF THE MACHINERY DEPARTMENT.

MAIN STEM.

Repairs of Locomotive Engines.....	\$157,017 63
“ Passenger Cars.....	28,222 25
“ Tonnage “	26,621 02
“ Coal “	83,140 94
“ Stock “	14,768 46
“ Hand and Dump Cars.....	2,715 14
“ Stationary Machinery.....	11,901 92
“ Depots and Buildings.....	30,903 83
Cleaning Engines and cars, and Putting away Engines	18,752 13
Preparing Fuel and Filling Tenders.....	8,392 08
Contingent Expenses.....	1,825 62
Cost of Fuel—Coal and Wood.....	79,813 90

Expenses on Main Stem.....\$464,074 92

Amount brought forward..... \$464,074 92

NORTH-WESTERN VIRGINIA RAILROAD.

Repairs and Use of Locomotive Engines.....	\$63,388 84
“ “ Passenger Cars.....	5,758 92
“ “ Tonnage “	39,399 65
“ “ Coal “	568 69
“ “ Stock “	873 67
“ “ Hand and Dump Cars.....	1,380 55
“ “ Stationary Machinery.....	1,225 59
“ “ Depots and Buildings.....	1,789 98
Cleaning Engines and Cars, and Putting away Engines.....	2,560 63
Preparing Fuel and Filling Tenders.....	837 43
Contingent Expenses.	293 31
Cost of Fuel—Coal and Wood.....	13,985 25

Expenses on North-Western Va. Road.....\$137,062 42

Expenses of Machinery Department.\$601,137 34

ENGINES.

The 14 locomotives and tenders taken by the enemy prior to September 30, 1861, were entirely lost to the Company. 29 of the locomotives and tenders burned were repaired, while the others awaited repairs at the close of the fiscal year.

One of our first-class freight engines, No. 136, was, on August 23, 1862, by direction of the Government, transferred from Washington to Alexandria, and was finally taken permanently in Virginia for use of the Government. At the capture of Harper's Ferry by the enemy in September, 1862, two of our locomotives and tenders, also a number of our cars, retained there by the Government, were burned and otherwise damaged. Possession of these locomotives and tenders was subsequently obtained, when they were reconstructed and repaired.

One new passenger engine was built at the Company's shops, Mount Clare, and received the number of the old and worn out engine 42. Improvements were made in this and other engines, with a view to the consumption of smoke, which produced highly gratifying results.

5 ten-wheel passenger engines, to take the numbers of those out of service, were in course of construction, and

the work prosecuted in a manner to secure their completion at the earliest practicable period.

When possession was had of the entire Road, a large number of our locomotives were kept under steam day and night, which has increased the expense of repairs. This was done to meet the requisitions of Government, and the large business of the country, and to ensure safety, efficiency, and dispatch of transportation. Our engines were severely taxed, in some instances beyond their capacity; yet those in our possession were fully maintained, and some of the large tonnage engines received new frames, copper furnaces, and extensive improvements.

There were one hundred and twenty-three engines repaired and rebuilt, embracing two of the old light engines, repaired for switching purposes, which performed fair service.

The classification of locomotives is presented in the following statement, viz:

How Employed.	Classification.				
	1st.	2d.	3d.	4th.	Total.
Passenger Service.....	33	—	—	—	33
Coal Stock and Tonnage Service.....	115	30	—	—	145
Regulating at Stations.....	—	—	7	—	7
Ballasting, Switching, &c.....	—	—	8	11	19
Not in use.....	—	—	—	17	17
	148	30	15	28	221

It is thus shown that our present equipment is 221 engines, exclusive of the 14 engines taken by the enemy, and engine No. 136 taken for use of Government. The 17 engines not in use are old and small, the materials of which will be employed as far as practicable in the construction of other engines.

Comparison of Miles Run by Engines.

YEARS.	MAIN STEM.	N. W. VA. R.	WASH'N BRANCH.	TOTAL.
1861.....	2,571,438	345,675	231,295	3,148,408
1862.....	1,953,769	314,322	525,129	2,793,220
Increase.....			293,834	
Decrease.....	617,669	31,353		355,188

CARS.

During the month of August, the Government employed on their roads, a large number of the tonnage cars belonging to the Baltimore and Ohio Railroad Company, which were destroyed in Virginia. On the 23d August, a train of one tonnage and two passenger cars was captured and burned on the Winchester Road by the enemy.

Toward the end of the year, we secured the fragments of different cars, that were burnt at Martinsburg and near the Opequan Bridge, and entered upon their reconstruction at the Company's shops at Mount Clare, Cumberland and Piedmont.

Our tonnage cars, while in troop service, were much damaged, particularly as respects the roofs; and in many cases the weather-boarding was torn off. With these exceptions, they were maintained.

Owing to the character of service in which many of our passenger cars were employed after the commencement of the war, their appearance was much injured. A large number, however, were thoroughly repaired and repainted, while others, from the increasing demand for transportation, could not be withdrawn from the passenger trains as promptly as was desired.

Ten sixty-seat new passenger cars were in progress of construction, and were well advanced, five being, at the close of the year, nearly ready for service. These cars are of the most improved pattern, and their finish of the most complete style. The side ventilation, arranged at the top, is so adjusted as to admit of an uninterrupted current of

air in either direction. The seats are large and comfortable. These cars, it is believed, will give the greatest satisfaction to passengers.

FREIGHT CARS BUILT DURING THE YEAR.

For Service on Main Stem and Northwestern Va. Road.

85	8-Wheel	Wood House,	(cost of each \$450)....	\$38,250
1	8	“ Iron-body Gondola (	“ \$475)....	475
53	8	“ Flat-bottom	(“ “ 400)....	21,200
2	8	“ Riggers	(“ “ 700)....	1,400
47	8	“ Iron House	(“ “ 600)....	28,200
1	8	“ Water Station	(“ 760)...	760

Number of Cars broken up and worn out, and the number built during the year.

	Number broken up and worn out.	Number built.
8-Wheel House.....	23	132
“ Gondola	45	1
“ Barrel.....	1	
“ Drivers’.....	1	
“ Stock.....	8	
“ Double Deck Rack.....	1	
“ Flat Bottom.....	7	53
“ Baggage.....	1	
“ Riggers.....		2
“ Water Station.....		1
Total.....	87	189

STATIONARY MACHINERY.

A stationary engine, line of shafting and appendages, together with some machinery, were built, and some machines were purchased for the machine shop at Martinsburg, to replace the same seized and carried South. The machinery and tools at other stations on the line were fully maintained, and in some instances improved.

Valuable additions were made to the wood-working machinery of the Saw and Planing Mill at Mount Clare, securing not only the successful and prompt execution of work hitherto mainly performed by manual operations, but the realization of profitable results of a noticeable character. Some additions were also made to the machinery at Mount Clare Machine Shop.

Our general, superior equipment of shop machinery at Mount Clare was a feature of importance in furnishing increased capacity for quick and economical operations. No previous period so fully developed the expediency and efficiency of this improved equipment, as was exhibited in the active and prompt construction and repairs of the iron bridges, locomotives, tenders and cars; and in building pumping engines and pumps, heretofore purchased by the Company.

BUILDINGS.

At Camden Station a large freight building was in course of erection, to replace the structure destroyed by fire on September 3d, 1862. It was substantially framed, and its use will restore greatly needed accommodations. A commencement was made to enclose the grounds at Camden Station by a substantial fence, the necessity for which has long been urgent as a protection to the Company's property.

The board having sanctioned my recommendation as to the importance of constructing a building for the safety of our patterns, and to employ in its structure the materials of a long and dilapidated brick building, used several years ago as a car repair-shop, it is gratifying to state that a substantial and spacious fire-proof building was erected at Mount Clare, facing on Pratt street, as a repository for the vast accumulation of our invaluable patterns.

Its completion was retarded, however, by difficulty in obtaining materials, and was therefore not finished at the close of the year. It is 108 feet in length, 50 feet wide, and 22 feet from the floor to the lower edge of the roof, which is of slate. With a view to the greatest security against fire, there were no windows built, either on the sides or ends of the building, as the introduction of a skylight afforded ample light for all purposes; therefore no lamp or fire of any kind is used about the building. It has one iron door, the entrance to which is made through

the yard. The interior is conveniently arranged with ten racks, on which the patterns can be systematically placed, and the floor is well paved with bricks.

At the commencement of the war the enemy carried off the turntable at Martinsburg Station, and after the Road was repossessed a Y was adopted to turn the engines, which, being some distance from the engine house, as its construction required considerable ground, caused delay to engines in getting their trains; hence, in June, 1862, a new 50 ft. iron table, of the most improved pattern, was placed in the engine house there, with highly successful results.

For the increased development of the Company's resources, the most judicious means were employed to secure the best materials and workmanship.

The Harper's Ferry, Tilt Hammer, Pillar, and 21st Section Bridges, were being constructed at Mount Clare. The expenditure in this connection will be shown by the Road Department.

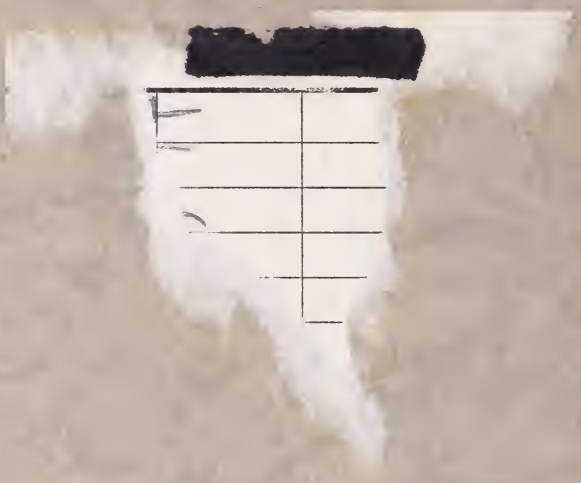
It will appear by comparing the expenses of the Department for the fiscal year of 1861, with those of 1862, that there was a comparative increase; whereas in legitimate repairs, there was really a decrease, when the largely increased business of the Road, and the restoration to service of a portion of the machinery, damaged during the war, are taken in view.

The diligent and energetic attention, combined with economy of management, which have characterized the officers and employees of the Department, in preparing machinery for the safe and effective movement of troops, and in promoting the general welfare of the Company under the difficult and embarrassing circumstances of the times, commanded my cordial appreciation.

Respectfully submitted,

T. PERKINS,
Master of Machinery.

DO NOT CIRCULATE



A torn piece of paper is pasted onto the main document. At the top of this piece is a blacked-out rectangular label. Below the label is a table with 2 columns and 5 rows. The first row of the table contains some faint, illegible markings.

1	

18
95
1217a
33-46
18

DO NOT CIRCULATE

